



# INSLC

# BE SAFE!



# Risk Assessment Determination Matrix

DO I NEED TO CONDUCT A RISK ASSESSMENT FOR THIS TASK?

Don't Know



Will I be performing any act or mission outside of normal day to day activities usually conducted?

NO



Will I be performing a function that requires use of aircraft, vehicles, watercraft, rail or other mechanical mode of transportation?

NO



Will I be performing any type of operations where weapons, ammo or explosives are present or used?

NO



Will I be performing dismounted operations, over rough terrain, water, forests or cliffs?

YES



YES



YES



YES



NO

**Do an In-Depth Risk Assessment**

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1. Identify the Hazards
2. Assess the Hazards
3. Develop Controls
4. Implement Controls
5. Supervise and Evaluate

AN IN-DEPTH RISK ASSESSMENT IS NOT REQUIRED.



NO

Will I be exposed to inclement weather?

NO



Will I be moving, lifting or transporting any materials or cargo heavier than 30 pounds?

NO



Will I be using or will there be any hazardous materials or chemicals?

NO



Will I be using any mechanical equipment (to include heaters) that require training and operator certification?

YES



NO



# Do your Hazard Descriptions REALLY describe the Hazards?

... a simple "sounds-bad" phrase won't quite do the job!

*Tighter precision is needed!*

HAZARD

HAZARD

HAZARD

Exposed Wiring

These are NOT HAZARDS:

- Rain slick roadways
- Inert Gas
- Open-sided Platform
- Exposed Electrical Conductor
- Stored Blasting Materials
- Unprotected Sharp Edges

They are SOURCES!

Have you ever seen a hazard described this way? Is "exposed wiring" a hazard? — i.e., a threat of harm? Exposed to what? Exposed to view at a distance of 80 yards. And threatening harm to what?

A means of causing harm and an outcome can be imagined, but too vaguely and with impaired certainty unless something more is said.

"Energized conductors exposed to unprotected hand contact," is somewhat better. No, we can more readily picture the combined source, mechanism, and outcome that threatened harm.

These three important elements — *source*, *mechanism*, and *outcome* — needn't be expressed in exactly this sequence, nor need they be specifically stated if one or more of them is obvious enough to be inferred by a reasonable reviewer, but all three should be clearly evident from a reading of the hazard description.

These are NOT HAZARDS:

- Hydroplaning
- Leaking Pipe Joint
- Inattentive Walking
- Unprotected Hand Contact
- Exposure to Heat
- Hand Contact

They are MECHANISMS!

In a well written hazard description, we should also be able to sense which targets are threatened.

Here the target would seem to be personnel. But might there be others? ... product? ... productivity? ... equipment?

While you're at it, throw in some information about *WHEN* (think mission phase) and *WHERE* (think system architecture) the hazard exists.

These are NOT HAZARDS:

- Auto Crash
- Asphyxia
- Fall from Elevation
- Electrocutation
- Detonation / Explosion
- Laceration

They are OUTCOMES!

**INSIST!**

SOURCE

MECHANISM

OUTCOME

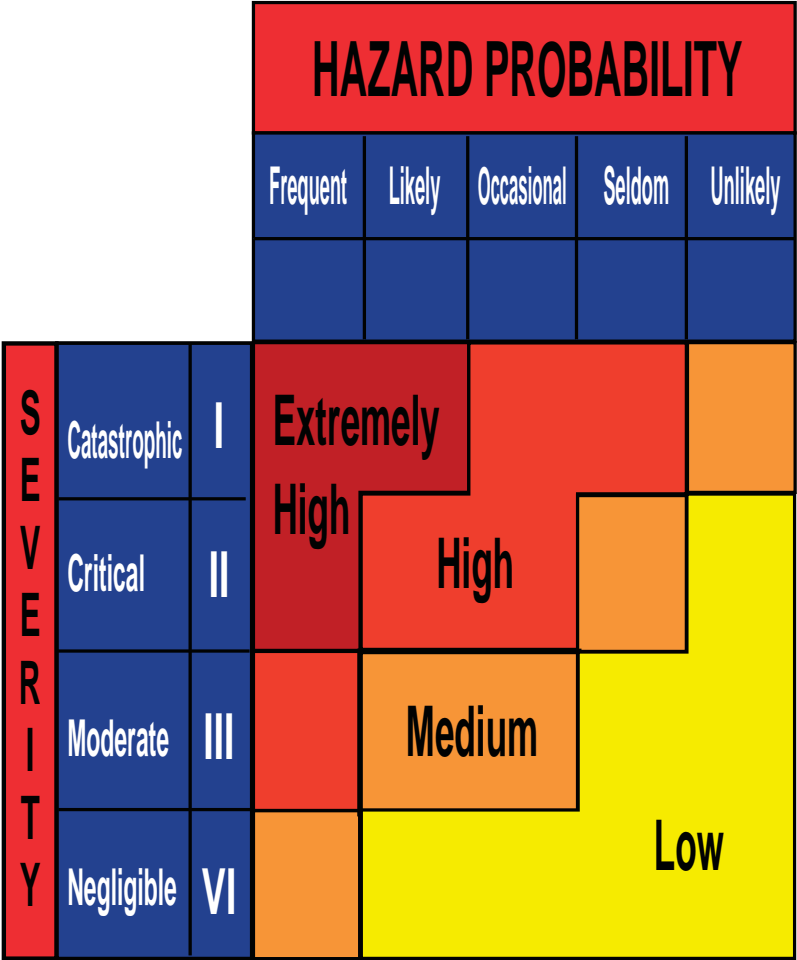
**Every hazard has these three!**

**BOTTOM LINE**

If the reviewer/interpreter can't understand the hazard *description*, there's a good chance the analyst didn't understand the *hazard*! Describe hazards using a simple paradigm as a model. Make it simple, but make it *complete*!

**Source / Mechanism / Outcome will do the job most everytime!**

Initial and Residual Risk



Severity vs. Probability

# POV Risk Assessment Inspection List

DATE OF TRIP		SOLDIERS NAME		TRIP DESTINATION		ONE WAY MILES		ASSISTANT DRIVER	
1. COMMAND		1. VALUE		8. ENVIRONMENTAL FACTORS		9. COMPLEXITY		10. ADDITIONAL RISK FACTORS	
Parent Unit	0	Planned Route	2	Wet Road Conditions	3	Time of Day	Both	11. MOTORCYCLE	11. TOTAL*
Attached TTY	2	Vague	4	Temperature < 40 or > 90 Degrees	4	Day	4	Safe Rider Course	Sum of all categories
2. TRIP PLANNING		2. VALUE		Wind > 30 MPH	4	Night	4	Within 12 months	Sum of all categories
Planned Route	2	Specific	6	Forecast Thunderstorms Along Route	4	Multiple Vehicles	4	> 12 months	11. VALUE
Vague	4			Snow or icing on Roads	6	Trailer	4		
Specific	6					Children < 5 yrs	3		
3. FATIGUE ASSESSMENT 24 hrs prior to trip		3. VALUE				Drive Time > 4 hrs	4		
Real/Work	2					Motorcycle	5**		
Real/Off-Hr	0					No Assistant Driver	4		
Work	6					Route is 2 Lane Road	8		
4. DRIVER		4. VALUE					10		
Years of driving experience	2								
AGE	2								
< 21	4								
21-32	5								
> 32	4								
> 35	2								
5. ASSISTANT		5. VALUE							
Years of driving experience	2								
AGE	2								
< 21	4								
21-32	5								
> 32	4								
> 35	2								
6. DRIVER		6. VALUE							
Years in service	2								
RANK	2								
E1 - E4	4								
E5 - E6	5								
> E7	4								
7. VISIBILITY		7. VALUE							
Clear	2								
Fog	3								
Rain/Snow	4								
Day	5								
Night	6								
8. VISIBILITY		8. VALUE							
Clear	2								
Fog	3								
Rain/Snow	4								
Day	5								
Night	6								
9. VISIBILITY		9. VALUE							
Clear	2								
Fog	3								
Rain/Snow	4								
Day	5								
Night	6								
10. VISIBILITY		10. VALUE							
Clear	2								
Fog	3								
Rain/Snow	4								
Day	5								
Night	6								
11. VISIBILITY		11. VALUE							
Clear	2								
Fog	3								
Rain/Snow	4								
Day	5								
Night	6								



RISK MANAGEMENT WORKSHEET EXAMPLE				Page 1 of 5 Pages	
1. Mission / Task Saber Spear Gunnery		2. Begin DTG: 060001MAR08 End DTG: UMC08APR08		Date Prepared: 12 FEB 08 4. Prepared By (Rank, Last Name, Duty Position) CW4 Jones, BN Safety Officer	
5. Task	6. Identify Hazards	7. Assess Hazards	8. Develop Controls	9. Determine Residual Risk	10. Implement Controls
Move to and Occupy Range/ Move to Garrison at EOM	AMV/ACV Accident during movement resulting in disabled vehicle and injury of personnel	HIGH Catastrophic & Seldom	<ul style="list-style-type: none"><li>*Key LDRs recon route prior to convoy</li><li>*TCPs posted along route with commo to warn of bad conditions</li><li>*TCPs w/warning triangles/ red chemlights</li><li>* Leaders conduct Convoy/Movement briefings with speed/interval/catch-up/breakdown covered</li><li>*Use ground guides per SOP and when road conditions call for use.</li><li>*Adjust speed to convoy type and road conditions</li><li>*Disabled vehicle marked to warn oncoming traffic</li><li>*Ensure vehicles remain on briefed route</li><li>*Rapid medical treatment in event of accident—9 line MEDEVAC available on pre-briefed frequency.</li><li>*Medics or CLS in convoy</li><li>*Lead/trail vehicle RAWLS/ convoy signs voy/s/</li><li>*TAC/TOC prepared to execute MEDEVAC</li></ul>	MODERATE Catastrophic & Unlikely	<ul style="list-style-type: none"><li>*Convoy CDRs brief</li><li>*PMCS-TC/BC/VC verify</li><li>*PCI of vehicle equipment</li><li>*Continuous Supervision by TC/BC/VC and Convoy CDR</li></ul>
	Vehicle damage and personnel injury due to rollover as a result of improper training, road hazards	HIGH Catastrophic & Seldom	<ul style="list-style-type: none"><li>*TCs/BCs positively control movement</li><li>*Commanders, PLT LDRs schedule time for rollover drills, ensure they are conducted</li><li>*Crews brief and practice rollover drills</li><li>*Crews wear seatbelts, properly stow gear to prevent/minimize injuries</li><li>*Brief crews of danger areas on routes where rollovers could occur (steep grades, sharp turns)</li><li>*Gear properly secured inside vehicles</li><li>*Passage way to drivers station kept clear for emergency egress in M3s.</li></ul>	MODERATE Catastrophic & Unlikely	<ul style="list-style-type: none"><li>*Convoy CDRs brief</li><li>*Continuous Supervision by TC/BC/VC and Convoy CDR</li><li>*Verbal and Written Instructions (OPORD &amp; brief)</li></ul>
	Lack of Cold Weather training and PPE resulting in Injuries	HIGH Catastrophic & Seldom	<ul style="list-style-type: none"><li>*Train soldiers on cold weather injury prevention and treatment</li><li>*Leaders ensure soldiers bring and wear adequate cold weather clothing</li><li>*PCI soldiers for proper cold weather gear.</li><li>*Use buddy system to help monitor troops</li><li>*Identify previous cold weather injured soldiers and monitor closely, mark IAW Warrior Standard</li></ul>	MODERATE Catastrophic & Unlikely	OPORD Verbal Briefings Spot Checks & Continuous Monitoring for cold weather injuries

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5. Task	6. Identify Hazards	7. Assess Hazards	8. Develop Controls	9. Determine Residual Risk	10. Implement Controls
Move to and Occupy Range/ Move to Garrison at EOM (Continued)	Injuries due to rushing, inattention, shortcuts and "get home-itis" attitudes	HIGH Catastrophic & Seldom	<ul style="list-style-type: none"> <li>*Keep soldiers informed on conduct of operations and next mission</li> <li>*Leaders control pace of operations and brief deployment and recovery plan timeline to troops</li> <li>*Deploy &amp; Recover units in daylight hours if possible</li> <li>*Provide adequate time for deployment/recovery to garrison</li> </ul>	Moderate Catastrophic & Unlikely	<ul style="list-style-type: none"> <li>*Continuous supervision by leaders</li> <li>*Conduct recovery plan to soldiers</li> <li>*Leaders control pace of recovery</li> </ul>
Conduct Range Operations	Vehicle damage and personnel injury due to rollover as a result of improper training, road hazards	HIGH Catastrophic & Seldom	<ul style="list-style-type: none"> <li>*TCs/BCs positively control movement</li> <li>*Crews brief and practice rollover drills</li> <li>*Crews wear seatbelts, properly stow gear to prevent/minimize injuries</li> <li>*Brief crews of danger areas on range where rollovers could occur (steep grades, sharp turns)</li> <li>*Passage way to drivers station kept clear for emergency egress in M3s.</li> </ul>	Moderate Catastrophic & Unlikely	<ul style="list-style-type: none"> <li>*Leader Checks</li> <li>*Rollover Drills</li> <li>*Verbal/Written Instructions</li> </ul>
	Personal injury due to vehicle Fires	HIGH Catastrophic & Seldom	<ul style="list-style-type: none"> <li>*Crews brief and conduct vehicle fire drills</li> <li>*Ensure crews are qualified/trained to use fire extinguishing systems in vehicles</li> <li>*Ensure Fire Extinguishers and systems serviceable on all vehicles, PMCS daily.</li> <li>*TC/BC/VC check fire extinguishers/systems</li> </ul>	Moderate Catastrophic & Unlikely	<ul style="list-style-type: none"> <li>*Leader Checks</li> <li>*Fire Drills</li> <li>*Verbal/Written Instructions</li> </ul>
	Injury/Accident due to poor personal conduct.	MODERATE Marginal & Occasional	<ul style="list-style-type: none"> <li>*Address "off limits" areas with all soldiers</li> <li>*Do not allow horseplay!</li> <li>*Do not allow sleeping under vehicles or in open areas, brief hazard to troops.</li> <li>*Mark designated sleeping areas with engineer tape and chemsticks.</li> </ul>	LOW Marginal & Seldom	<ul style="list-style-type: none"> <li>*OPORD and briefings</li> <li>*Continuous supervision</li> </ul>
	Loss of sensitive items	MODERATE Marginal & Occasional	<ul style="list-style-type: none"> <li>*Ensure sensitive item accountability with daily checks by serial number.</li> <li>*Account for equipment at ENDEX</li> </ul>	LOW Marginal & Seldom	<ul style="list-style-type: none"> <li>*OPORD and briefings</li> <li>*Continuous supervision</li> </ul>
Conduct Range Operations (Continued)	Inadequate training/supervision leading to range Accident	High Catastrophic & Seldom	<ul style="list-style-type: none"> <li>*Thorough Safety Briefings conducted at all ranges to include small arms</li> <li>*Tower OIC/NCIC positively controls firing and movement</li> <li>*No horseplay tolerated on range</li> <li>*Weapons treated as loaded at all times, pointed up and down-range until rodded/cleared off range</li> <li>*Control ammo issue, accountability at all times</li> </ul>	Moderate Catastrophic & Unlikely	<ul style="list-style-type: none"> <li>*Range Safety Brief</li> <li>*Positive control by Tower OIC/NCIC</li> <li>*Continuous Supervision</li> </ul>

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5. Task	6. Identify Hazards	7. Assess Hazards	8. Develop Controls	9. Determine Residual Risk	10. Implement Controls
	Lack of Crew education/experience leading to Air or Ground Accident during NVD Operations/Aircraft Midair collision, Wire Strike during Aircrew Training off Range Complex	HIGH Catastrophic & Seldom	<ul style="list-style-type: none"> <li>*Conduct detailed planning, rehearsals and mission briefings regardless of crew experience.</li> <li>*Aircrews ensure wire hazards maps are updated</li> <li>conduct wire hazard recon per Bde SOP for ATM training flights</li> <li>*Crews briefed on division of attention/fixation tendencies during gunnery engagements (maintaining situational awareness)</li> <li>*Provide adequate aircraft separation in Holding Areas, Combat positions, Firing Positions to prevent midair collisions</li> <li>*Identify crew coordination responsibilities, especially during critical phases of the mission.</li> <li>*Crews PMCS NVGs/NVDs</li> <li>*Mark ground hazards in AO with chemlites if possible</li> <li>*Clean windshields/windcreens/door windows</li> <li>*Ensure supplemental IR lighting is operational on aircraft for night flights</li> <li>*Crews maintain situational awareness and comms during execution.</li> <li>*Ensure max crew coordination in searching out and call out wires/obstructions.</li> <li>*Conduct thorough hazard and obstacle briefing prior to range/FARP occupation</li> <li>*Conduct thorough, detailed mission planning as a crew.</li> </ul>	MODERATE Catastrophic & Unlikely	<ul style="list-style-type: none"> <li>*Conduct pre-mission briefings</li> <li>*Continuous supervision of operations by leaders</li> </ul>
	Improper HAZMAT transport/storage leading to a spill during range operations / refuel	MODERATE Critical & Seldom	<ul style="list-style-type: none"> <li>*Transport HAZMAT IAW regulations</li> <li>*Ensure fuel cans properly stored in vehicles</li> <li>*Remove HAZMAT (DS2) cans from sides of vehicles. Minimize HAZMAT brought</li> <li>*Ensure spill kits brought, serviceable, stocked</li> <li>*Brief soldiers on procedures/reporting a spill</li> </ul>	LOW Critical & Unlikely	<ul style="list-style-type: none"> <li>*Spot check loading/storage</li> <li>*Secure all HAZMAT loads</li> <li>*Minimize use when possible</li> </ul>

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5. Task	6. Identify Hazards	7. Assess Hazards	8. Develop Controls	9. Determine Residual Risk	10. Implement Controls
Conduct Range Operations (Continued)	Lack of training/oversight leading to accident/fire at FARP or during Ground Refueling	HIGH Catastrophic & Seldom	<ul style="list-style-type: none"> <li>*Ensure proper grounding and bonding used for all refuel operations.</li> <li>*Require frequent inspections for immediate correction of improper grounding points, deteriorated or leaking hoses, leaking nozzles, incorrect POL products, lack of PPE for refuel personnel, lack of water at refuel sites and unserviceable fire extinguishers.</li> <li>*Ensure that dirty nozzles or other dirty equipment does not contaminate fuel.</li> <li>*Prohibit operation of radios/ cellular phones within 100 feet of refuel points.</li> <li>*Require refuel/ream personnel to conduct emergency fire/spill drills prior to re-fuel/re-arm operations.</li> <li>*Positive controls will be established to control vehicle/aircraft (traffic pattern) and pedestrian movement within the FARP.</li> <li>*Prior to initial operation the FARP will be certified by an ASO in conjunction with the 3/5 PLT LDR/SGT.</li> <li>*Crews/FARP personnel use squadron rearm/refuel checklist and coordinate actions</li> <li>*Safety brief for 3/5 personnel / aircrews</li> </ul>	MODERATE Catastrophic & Unlikely	<ul style="list-style-type: none"> <li>*FARP personnel / Aircrew safety briefings</li> <li>*Use of Checklists (FARP Safety and Rearm/Refuel Checklists</li> <li>*Leader Checks</li> </ul>
	Lack of training/oversight leading to accidental discharge, Rounds fired out of range boundaries	HIGH Catastrophic & Seldom	<ul style="list-style-type: none"> <li>*Conduct thorough range orientation briefing with all firing crews, emphasizing range limits</li> <li>*Enhance Range Limit Markers if difficult to see (Light / Heat)</li> <li>*Positive control of engagements from the tower</li> <li>*Crews read back range limits on occupation of firing points</li> <li>*TCs/BCs/VCS/PCs verify switch positions and weapons clear before departing the range to tower</li> <li>*Crews dry fire weapons to ensure they are clear before departing the firing point, then visually verifying weapons are clear (flashlights at night)</li> <li>*Pilot in Command verifies weapons are clear prior to departing the FARP (walk around)</li> <li>*Aircrews verify Pitch Attitude and Range to target, before engaging with rockets or .50 Cal.</li> </ul>	MODERATE Catastrophic & Unlikely	<ul style="list-style-type: none"> <li>*Range Briefings</li> <li>*Range limit markers</li> <li>*Continuous supervision from tower/Range OIC</li> </ul>

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5. Task	6. Identify Hazards	7. Assess Hazards	8. Develop Controls	9. Determine Residual Risk	10. Implement Controls
Conduct Range Operations (Continued)	Dry Range conditions leading to Fires	MODERATE Marginal & Occasional	<ul style="list-style-type: none"> <li>*Coordinate for Bambi Bucket (helicopter slung water buckets) support if available (CH47 or UH60 units in theater)</li> <li>*Call "Cease Fire" to deal with range fires that appear to be spreading rapidly</li> <li>*Coordinate with KTC Fire Services for support if needed. Have phone numbers available.</li> <li>*Establish Fire Fighting details within the Squadron, equip with shovels, refillable water fire extinguishers to mop up small fires.</li> <li>*Limit MPSM, illumination, and tracer fire if possible or conditions prove too dry. Modify gunnery tables as needed.</li> </ul>	LOW Marginal & Seldom	<ul style="list-style-type: none"> <li>*Coordination with Fire Dept.</li> <li>*Continuous Supervision by tower / Range OIC</li> <li>*Table modification (if needed)</li> </ul>
Conduct Support Operations	Improper operation of Tent heaters leading to fires & carbon monoxide poisoning	HIGH Catastrophic & Seldom	<ul style="list-style-type: none"> <li>*Licensed operators only operate heaters</li> <li>*Clean stoves regularly</li> <li>*Fuel lines have loop in line outside to prevent fuel from running along hose into tents</li> <li>*Fire Extinguishers in each tent with a heater</li> <li>*Combustible materials 3 feet from heaters</li> <li>*Soldiers prohibited from sleeping in running vehicles</li> <li>*Adequate ventilation maintained in TOC when kerosene heaters are used. (flaps slightly open)</li> <li>*Kerosene heaters allowed to cool, then refueled outside tents</li> <li>*Fire Guards posted if personnel sleeping with heaters on</li> </ul>	MODERATE Catastrophic & Unlikely	<ul style="list-style-type: none"> <li>*Spot check heaters</li> <li>*License Operators</li> <li>*Safety Briefings</li> </ul>
	Improper operation at MKT leading to injury (burns, cuts, strains, falls)	MODERATE Critical & Seldom	<ul style="list-style-type: none"> <li>*NCOIC ensures M2 burners and ranges lit and operated IAW operators manual</li> <li>*Only licensed operators on burners</li> <li>*Fire Extinguishers posted near burners</li> <li>*NCOIC provides safety brief to KP personnel highlighting hazards at MKT</li> <li>*Grease kept away from flames</li> <li>*Knives stowed properly</li> <li>*Floors kept clean to prevent slips &amp; falls</li> </ul>	LOW Critical & Unlikely	<ul style="list-style-type: none"> <li>*Continuous supervision</li> <li>*Safety Briefings</li> </ul>
11. MISSION / TASK RISK AFTER CONTROLS ARE IMPLEMENTED			12. COMMAND REVIEW		13. COMMAND APPROVING AUTHORITY
<input type="checkbox"/> LOW <input checked="" type="checkbox"/> MODERATE <input type="checkbox"/> HIGH <input type="checkbox"/> EXTR. HIGH			John A. Incharge, COL., AV		Jessie K. Second, LTC, AV





## The Road Rage Quiz

Are you ready to rumble? Have you been accused of being a “RAGER” on the road? Have those drives into work or school become increasingly colorful in language and have the old road signals turned into gestures of the most obscene kind?

If you have answered yes to any of these questions, maybe it’s time for you to test your ROAD RAGE QUOTIENT.

That is, if you have the patience to sit for five minutes, get a piece of paper and answer the following questions. If this is too difficult...then quickly refer yourself to a clinic.

*OK . . . Ready? Start those engines . . .*

- 1 If you are driving in traffic in the fast lane and the person in front of you is driving the speed limit, do you:**
    - a. slow down because you realize you are speeding
    - b. slow down, turn on your signals and move into the other lane, and eventually move back into the fast lane
    - c. tailgate the offender
    - d. turn on your high beams and honk your horn and tailgate
    - e. zip into the slow lane; then zip into the fast lane (while expressing your displeasure) and then slow down in front of the offender.
  
  - 2 You are in a parking lot looking for a parking space. You spot an empty place but there is Matt Damon standing in the middle of the space obviously saving the space for Ben Affleck, who is nowhere to be seen. Do you:**
    - a. move on and look for another place
    - b. give him a dirty look and then move on
    - c. swear at him, telling him to “Go back to Hollywood!”
    - d. act like you are going to run him over
    - e. drive into the spot just missing him by an inch
-

**3** You are stopped at a traffic light and the light has just turned green. The person in front of you is chatting on a cell phone. Do you:

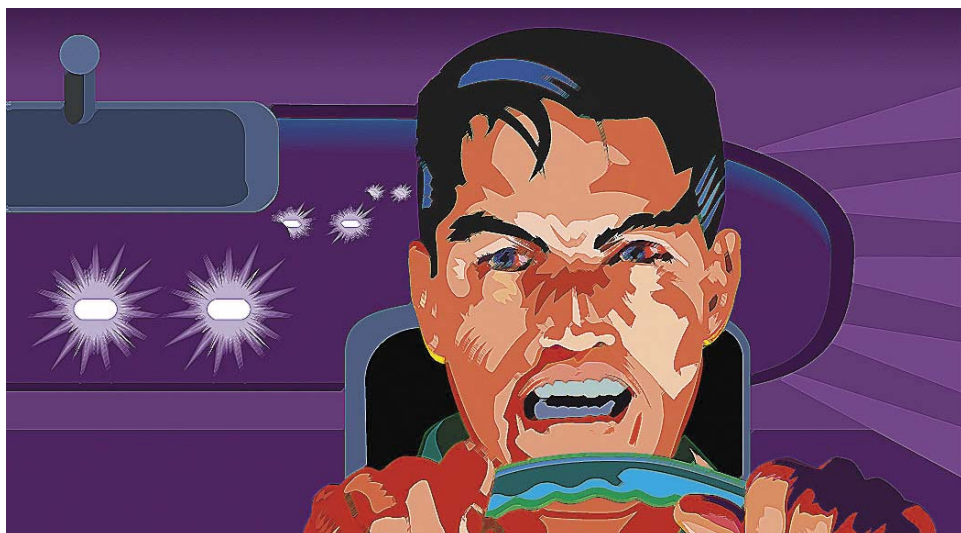
- a. wait calmly, realizing that it will only be a second or two
- b. wait a second, put on your signals and move into another lane
- c. honk your horn and yell "Move it!"
- d. zoom up quickly behind the person, honking madly
- e. zoom up behind, swerve beside the person, ranting and raving then in the middle of the intersection slow down in front of the offender and then zoom off.

**4** A person is tailgating you. Do you:

- a. as soon as it is safe, signal and pull into another lane
- b. continue on because you are going the speed limit
- c. stick your hand out the window and express your displeasure
- d. slow down even more and make it impossible for the offender to get into another lane
- e. slow down, then speed up, then slow down again and slam on the brakes.

**5** When you are in your car how often are you ranting and raving:

- a. almost never
- b. occasionally
- c. most of the time
- d. 99% of the time
- e. 100% of the time in the car and 50% of the time outside of the car once you've reached your destination



**6 Which of the following groups of people do you find have the worst driving skills:**

- a. sorry I can't really categorize them
- b. people who drive for a living
- c. Sunday drivers
- d. Monday through Saturday drivers. Oh, and Sunday too.
- e. everyone but me

**7 I find driving to be:**

- a. fun and relaxing
- b. relaxing when I'm alone on the road, but nerve wracking in city traffic
- c. challenging but dangerous
- d. a good place where I can really let loose and express myself
- e. a place where I show the rest of the world what a great driver I am

**8 My driving skills are:**

- a. good
- b. great
- c. better than most on the road
- d. superior
- e. I am the best; no one comes close to my skill

**9 You are driving down the road going your usual speed when you spot Tammy Faye Baker putting on her makeup. Do you:**

- a. laugh and continue on your way.
- b. drive by and give her a dirty look
- c. speed past her and yell "Forget it – it won't help"



- d. speed past her while yelling obscenities
- e. same as 'd' but also cut in front of her and slam on the brakes

## 10 Which phrase fits best how you feel:

- a. I like people
- b. I like some people
- c. Most people annoy me
- d. I like people when they are not around
- e. I like people once they're dead.

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OK folks . . . time to tally up those numbers. Give yourself the following points for each letter

- For every "a" give yourself 0 points
- For every "b" give yourself 2 points
- For every "c" give yourself 3 points
- For every "d" give yourself 4 points
- For every "e" give yourself 5 points.

. . . add them up then check your point score and all will be revealed.

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<b>0-6 points</b>	You are a saint. If everybody were like you, there would be world peace.
<b>7-20 points</b>	You have your good and bad days on the road. Overall you only suffer from mild road rage.
<b>21-30 points</b>	You can be seen by others as scary at times. Take up some form of sport to channel your energies.
<b>31-40 points</b>	You are dangerous. See a doctor. Now.
<b>41-50 points</b>	You have issues. See above.

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[illegible]





# OUR ARMY AT WAR

*Be Safe. Make It Home.*

